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CAPITAL PUNISHMENT IN WISCONSIN.—The committee of the Wisconsin Legislature, to whom the subject was referred, have unanimously agreed to advise a restoration of the death penalty. Their report will show a fearful increase of capital crimes in the State since the gallows was abolished. It is their conclusion, in view of all the evidence, that punishment by imprisonment furnishes no adequate security for human life.

It is no part of our business as a Peace Society to say how murder, or any other crime shall be punished; but, as some of our more radical friends insist on the inviolability of human life as the only ground on which war can ever be abolished, or society can be rendered safe, we quote the above instance, among quite a number which have occurred of late, to show how unsettled the public mind is on the subject, and how far it is relapsing into its old modes of reasoning.

THE DARIEN SHIP CANAL:

AN ARGUMENT FOR PERMANENT PEACE.

Our recent treaty with Colombia secures to us the exclusive right to construct a canal across the Isthmus, and concedes six miles of land on each side of the canal, one-half for the benefit of the party undertaking its construction. The work must be commenced within five years, and finished within fifteen years. The charter runs one hundred years. For the first ten years after the completion of the canal, Colombia is to receive ten per cent. of the net revenues, and twenty-five per cent. of the net profits after it shall have been paid for. The United States is to have control of the work, and Congress may fix the rates of toll. In time of peace, all nations may navigate the canal with their ships, but is to be closed to belligerents who seek to use it for their advantage.

For three hundred years it has been in the thought of commercial enterprise, to break down the barrier which separates the Atlantic and Pacific oceans, and throw open to the world the vast advantages of a more direct and safe route from Europe to China. The project waited for its accomplishment until the nation for whose particular benefit it is to operate, became awake to its necessity. Spain had her eyes on such a plan when she was in her power and glory, and she led her caravans across the country by a route that too plainly suggested the one which the commerce of the future was to follow. Europe had her thoughts excited about the scheme long before it was seriously proposed to carry out that of the Isthmus of Suez; and had the dense populations of Asia then come down to the Pacific shore to offer her ships hospitality in their ports, there would have been no delay in undertaking it until these later times. Here was a colony established at Caledonia Bay in 1698, by Paterson, the father and founder of the Bank of England, on which, as an objective basis, he made his arguments in favor of an Isthmus route for commerce, fly from one end of Great Britain to the other. The world had not become sufficiently intimate then, each part with the other, to warrant so bold and original an enterprise. To-day the nations have come into such juxtaposition by the potent instrumentality of commerce, as to compel them to the attentive study of every means for providing their intercourse with expanding facilities.

The statistics of commerce themselves supply the safest suggestions respecting the best mode of accomplishing this grandest enterprise of modern days. It has been estimated

that the annual value of a ship canal across the Isthmus would be fully thirty-five millions of dollars to the United States alone; that to France it would be a saving of more than two millions; to England of nearly ten; and to the rest of the world about a million and a half,—making in all an advantage of about fifty millions in money per year. Another method would be to make an estimate by the amount of our tonnage, both foreign and domestic, and reckon up what would be the advantage on that basis. The sum total of the tonnage of the United States in 1861 was 5,539,818 tons. Dividing it equally between foreign and domestic, as was very nearly the fact, it is estimated that, of the two and three-quarter million tons of foreign tonnage, two millions would certainly pass through this commercial conduit across the Isthmus. Putting the value of the vessels alone at a hundred millions in gold, and reckoning a saving of ninety days in every year on shortened voyages, we secure a saving in interest of a million and three-quarters in gold, at seven per centum.

We see, then, some fraction of the profit and power which is to fall into our hands, if we follow out the line drawn by these suggestions. It will not do for us to embark in such an enterprise in the niggardly spirit of mere money-making. The advantage is to be for the commerce of the world. The vessels of all nations are to pour their streams of commerce through this vital artery. We must entertain only broad ideas in entering upon its accomplishment. Our own advantage will be best secured as we are liberal in our views of the benefit to other nations. We should rather regard ourselves as the agent of the two opposite quarters of the globe, becoming the factor, the carrier, and the commission merchant of both. We stand exactly in the great commercial highways; and we are more than blind and deaf if we refuse to go forward in consummating that comprehensive scheme of commercial power and prosperity which has for its three great pillars a trans-continental railway system, the cutting of a ship canal through the Isthmus, and the establishment of a safe and capacious naval station in the West Indies. — *Boston Post*.

Here is a grand scheme with magnificent prospects; but its full success will require the world's assured, permanent peace. Just abolish the war-system everywhere; and how soon and how easily might many like schemes be carried into effect, and do much to bind the whole human family in the bonds of one vast and glorious brotherhood.

ALBERT BARNES ON WAR.

There is no one subject on which men have been more wicked than in regard to war. There has been no one subject on which they have been, and are, more befooled. There is no one thing on which the sentiments of the world are more certainly destined to a change. There is no one thing on which so much reputation has been gained, in reference to which the estimate of the world is to be reversed. There is no one thing in which praises are so certainly to be changed to execrations. There is no one thing in which the opinions which history records are so certainly destined to be set aside. There is no one thing in which there is to be such a revolution in the whole nomenclature, as that which is to be applied to the names *glory*, and *fame*, and *military renown*. The man who dies, or has died, or shall hereafter die, with only a *military reputation*, is destined either to be ultimately forgotten, or to be remembered with dishonor. The reputation which has been founded on legislative wisdom; on discoveries in sciences, or inventions